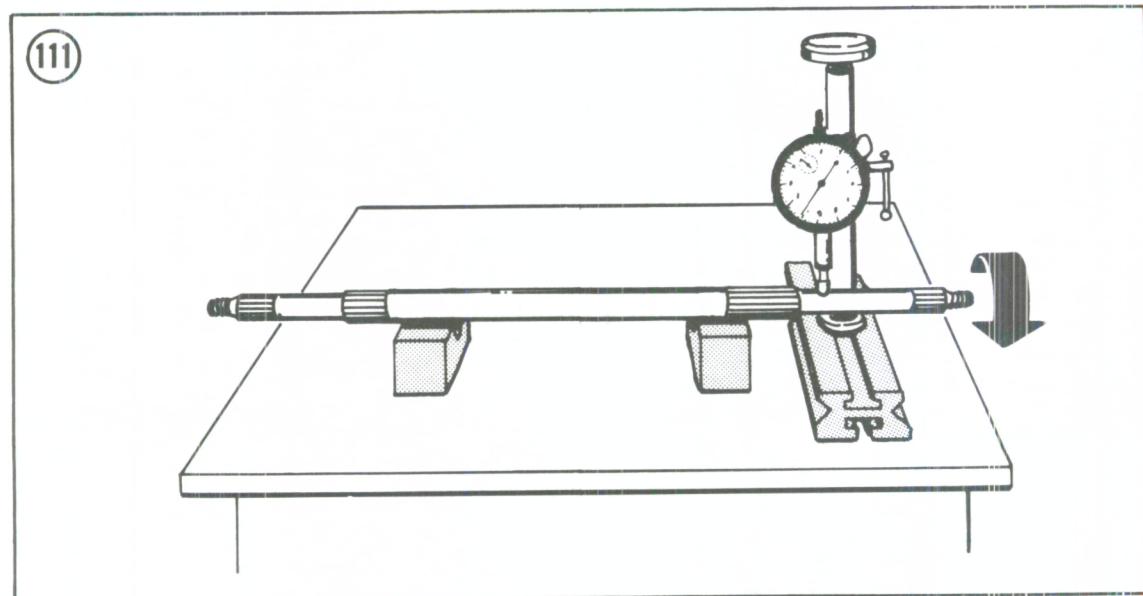
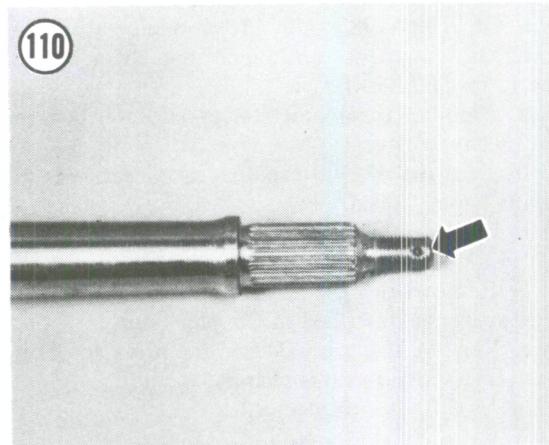


DRIVE CHAIN

Removal/Installation

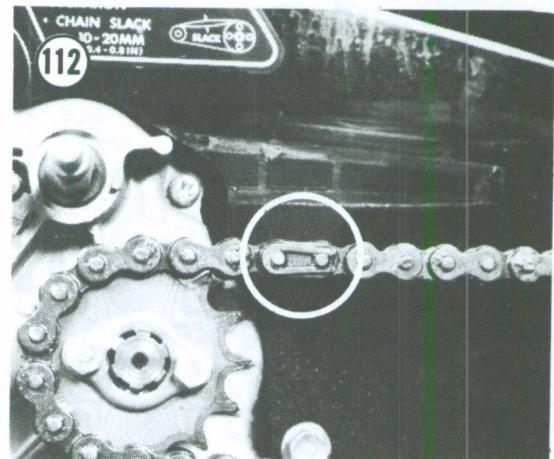
1. Place the ATC on level ground and set the parking brake or block the wheel so the vehicle will not roll in either direction.
2. Remove the seat/rear fender assembly.
3. Remove the left-hand rear wheel as described in this chapter.
4. Remove the cotter pin and castellated nut securing the left-hand rear hub. Remove the lockwasher and hub.
5. On 1973-1975 ATC70 models, remove the rear cover, step bar and the lower skid plate.
6. On all models except the ATC70, remove the bolts securing the cover plate and slide off the cover plate.



7. Remove the bolts securing the drive chain cover in place and remove the drive chain cover.
8. Loosen the rear axle bearing holder bolts. There are 2 on each side. Loosen the drive chain adjuster and push the rear axle assembly forward to allow slack in the drive chain.
- 9A. On ATC70 models, perform the following:
 - a. Remove the left-hand crankcase cover and the recoil starter as an assembly.
 - b. Remove the master link (Figure 112) on the drive chain and remove the drive chain.

NOTE

On models equipped with a subtransmission, the drive sprocket is located under the left-hand crankcase cover.



- 9B. On 1981-1983 ATC110 models with the original equipment continuous loop drive chain, perform the following:

- a. Remove the recoil starter as described in Chapter Seven.
- b. Remove the alternator as described in Chapter Seven.
- c. Remove the subtransmission as described in Chapter Five.
- d. Remove the left-hand crankcase cover and spacer as described in Chapter Four.
- e. Remove the rear axle and the drive sprocket as described in this chapter.

NOTE

Step 9C is designed to avoid the time-consuming procedure of having to remove the recoil starter, alternator and the subtransmission.

- 9C. On all models with a subtransmission and a drive chain with a master link, perform the following:

- a. Attach a piece of soft wire to one end of the drive chain next to the master link.
- b. Attach this wire to either the new drive chain (if a new drive chain is to be installed) or to a piece of old drive chain (if the existing drive chain is to be reinstalled).
- c. As the existing drive chain is removed, it will thread the new chain (or piece of old chain) onto the drive sprocket.

NOTE

If the piece of old chain is used, leave it installed on the drive sprocket. Repeat Step 9C when the drive chain has been

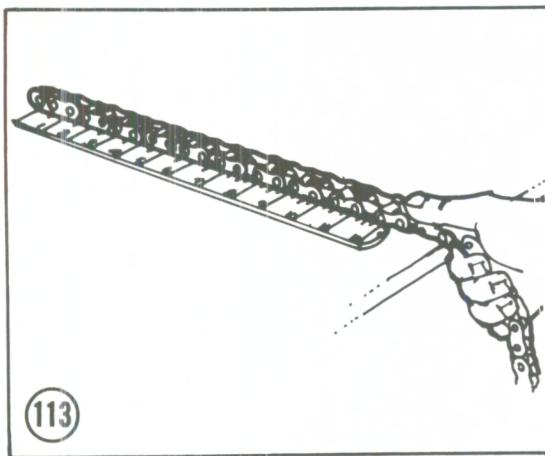
cleaned and lubricated and is ready for installation.

10. On models with an O-ring drive chain and master link, remove the master link (Figure 84). Don't lose the rubber O-rings on the master link pins (Figure 85).
11. Install by reversing these removal steps, noting the following.
 12. On models with an O-ring drive chain and master link, be sure to install the O-rings on the master link pins.
 13. On models equipped with a master link, install the drive chain and the master link. Install a new clip in the master link so that the closed end of the clip is facing the direction of chain travel (Figure 98).
 14. Clean out the drive chain cover. Remove any accumulation of drive chain lubricant, sand, gravel and other trail dirt.
 15. Make sure the rubber seal is in good condition and in place on the drive chain cover. Install the drive chain cover and secure it with the bolts.
 16. Install the hub washer with the side marked "OUTSIDE" facing toward the outside.
 17. Install the axle nut and tighten to the torque specification listed in Table 1.
 18. Install a new cotter pin and bend it over completely. Never reuse an old cotter pin as it may break and fall out.
 19. Adjust the drive chain as described in Chapter Three.
 20. Adjust the rear brake as described in Chapter Three.

Cleaning/Inspection/Lubrication

CAUTION

Some models are equipped with an O-ring type drive chain. These rubber



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O-rings can easily be damaged. Do not use a steam cleaner, a high-pressure washer or any solvent that may damage the rubber O-rings.

1. Remove the drive chain as described in this chapter.
2. Immerse the chain in a pan of kerosene or non-flammable solvent and allow it to soak for about half an hour. Move it around and flex it during this period so that the dirt between the links, pins and rollers may work its way out.

CAUTION

In the next step, on O-ring type chains do not use a wire brush or the O-rings will be damaged and the drive chain must be replaced.

- 3A. On O-ring type chains, scrub the rollers and side plates with a medium soft brush and rinse away loosened dirt. Do not scrub hard as the O-rings may be damaged. Rinse it a couple of times to make sure all dirt and grit are washed out. Dry the chain with a shop cloth then hang it up and allow the chain to thoroughly dry.
- 3B. On chains without O-rings, scrub the rollers and side plates with a stiff brush and rinse away loosened dirt. Rinse it a couple of times to make sure all dirt and grit are washed out. Dry the chain with a shop cloth then hang it up and allow the chain to thoroughly dry.
4. After cleaning the chain, examine it carefully for wear or damage. If any signs are visible, replace the chain.
5. Lay the chain alongside a ruler (Figure 113) and compress the links together. Then stretch them apart. If more than 0.6 mm (1/4 in.) of movement within 30.5 mm (12 in.) of chain is possible, replace the drive chain as it is too worn to be used again.

NOTE

Honda does not provide drive chain description numbers nor number of links. If the chain must be replaced, take the old chain to a dealer and purchase one identical to it.

NOTE

Always check both sprockets every time the chain is removed. If any wear is visible on the teeth, replace the sprocket(s). Never install a new chain over worn sprockets or a worn chain over new sprockets.

- 6A. On O-ring type chains, lubricate the chain with SAE 80W-90 gear oil or a good grade of chain lubricant (specifically formulated for O-ring chains), following the manufacturer's instructions.
- 6B. On chains without O-rings, lubricate the chain with a good grade of chain lubricant, following the manufacturer's instructions. If a chain lubricant isn't available use SAE 10W-30 motor oil.
7. Reinstall the chain as described in this chapter.

REAR AXLE BEARING HOLDER

The rear axle bearing holder is attached to the frame at the rear and contains the rear axle bearings and grease seals. On some models, it is also part of the rear brake.

Removal/Installation And Bearing Replacement (1973-1974 ATC70)

Refer to Figure 57 for this procedure.

1. Remove the axle as described in this chapter.

NOTE

On these models only, when the axle is removed, the 2 bearing holders (or panels) that contain the axle bearings are removed at the same time.

2. On the left-hand panel, perform the following:
 - a. Remove the short panel collar from each side of the panel.
 - b. Remove the oil seal and discard it.
 - c. Remove the circlip.
 - d. Using your fingers, press the bearing out of the panel.
 - e. Turn the bearing by hand and make sure it turns smoothly.

NOTE

Some axial play is normal, but radial play should be negligible. The bearing should turn smoothly.

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